

POCKET MAPS

existing land use

existing zoning

the PLAN



rural residential zoning

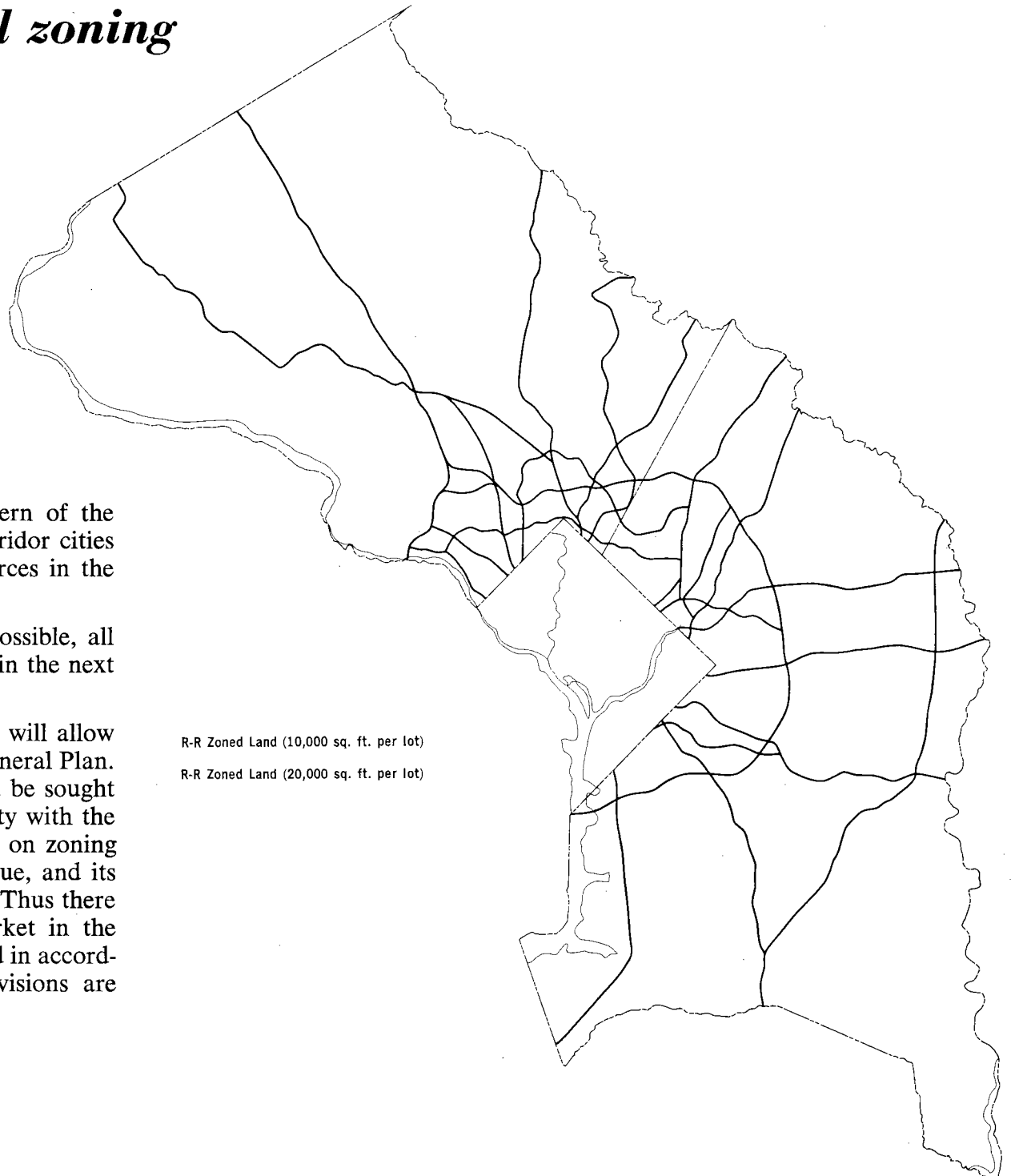
1961

The General Plan recommends a review of all zoning on land not presently developed, followed by a set of zoning revisions submitted to the governing bodies of Montgomery and Prince George's Counties for their consideration. The revisions will have two principal objectives:

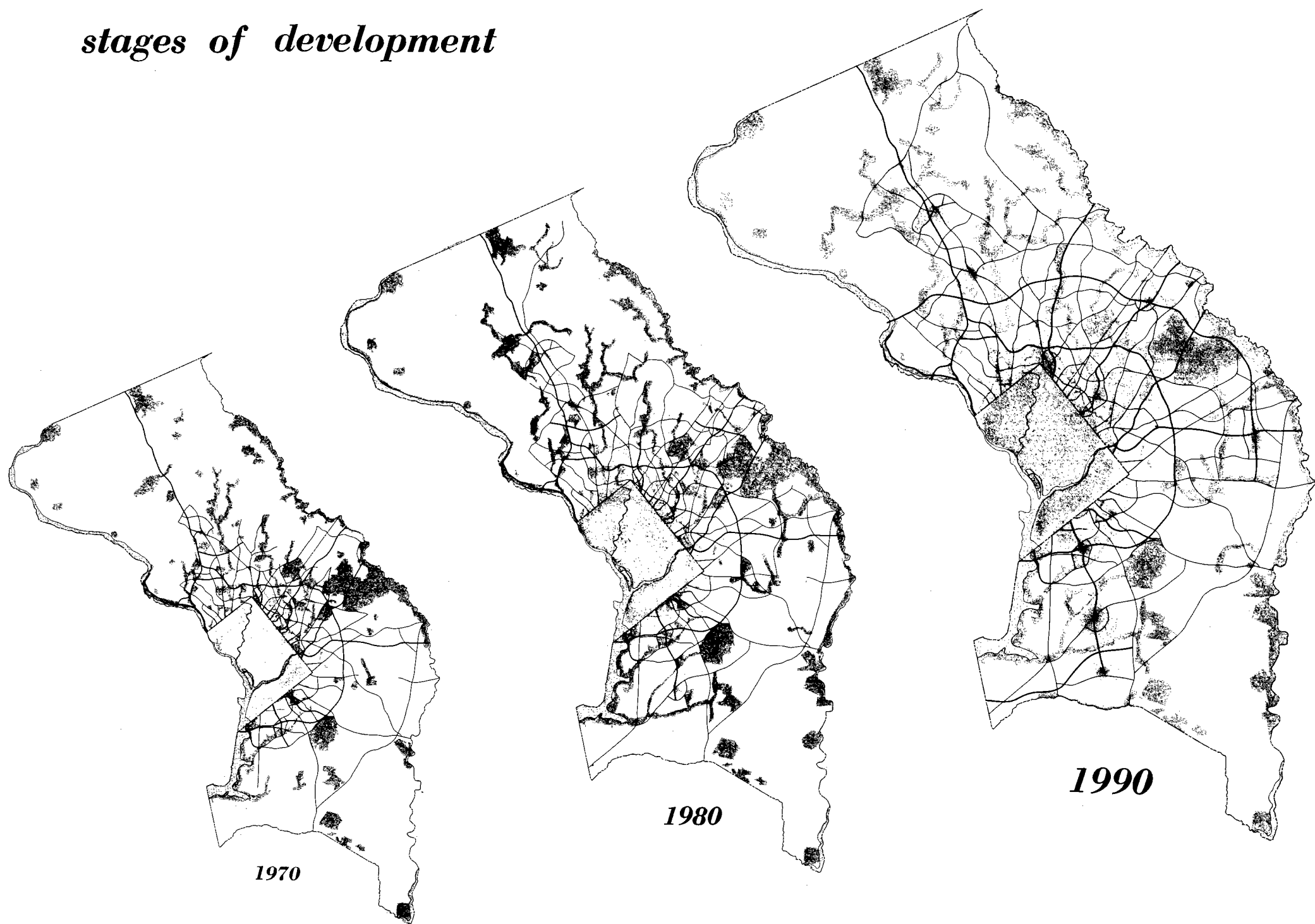
1. To coordinate zoning with the overall pattern of the General Plan, especially in regard to shaping the corridor cities and in establishing and protecting the natural resources in the rural areas.

2. To return to the lowest residential density possible, all lands not to be utilized for residential expansion within the next 10 years.

Present zoning in much of the Regional District will allow a residential density that is not compatible with the General Plan. In order to implement the plan, zoning changes must be sought to bring about a zoning pattern which is in conformity with the land use design adopted. Value of land is not based on zoning classification alone, but on its intrinsic economic value, and its ability to be absorbed into the framework of the plan. Thus there can be neither a reasonable nor a stable land market in the Regional District, nor can future development proceed in accordance with the General Plan, until such zoning revisions are accomplished.



stages of development



1970

1980

1990

regional transportation

Washington Urbanized Area

Highway

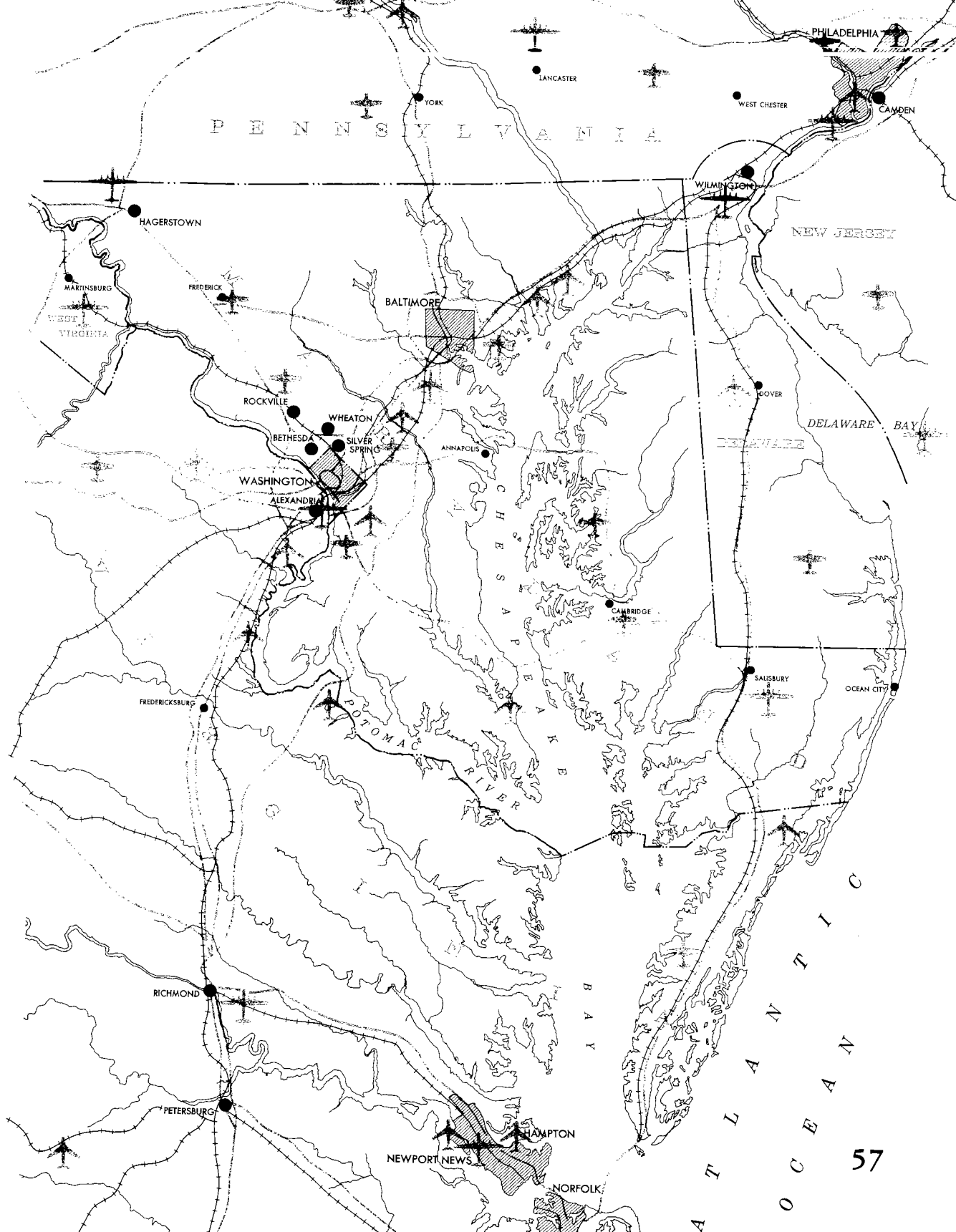
Civil Airports

Jet

Major

Minor

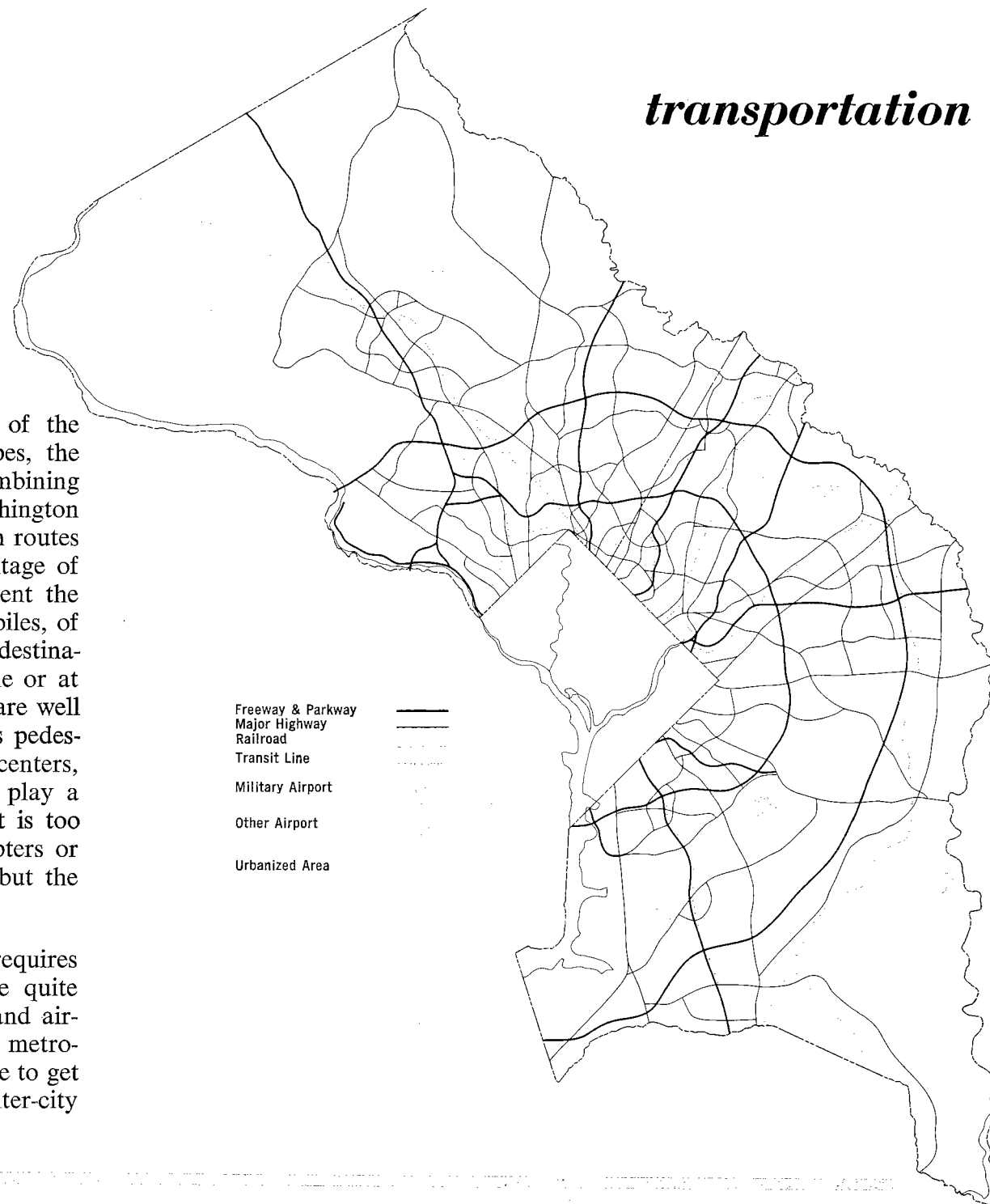
Military & Federal Airports



transportation

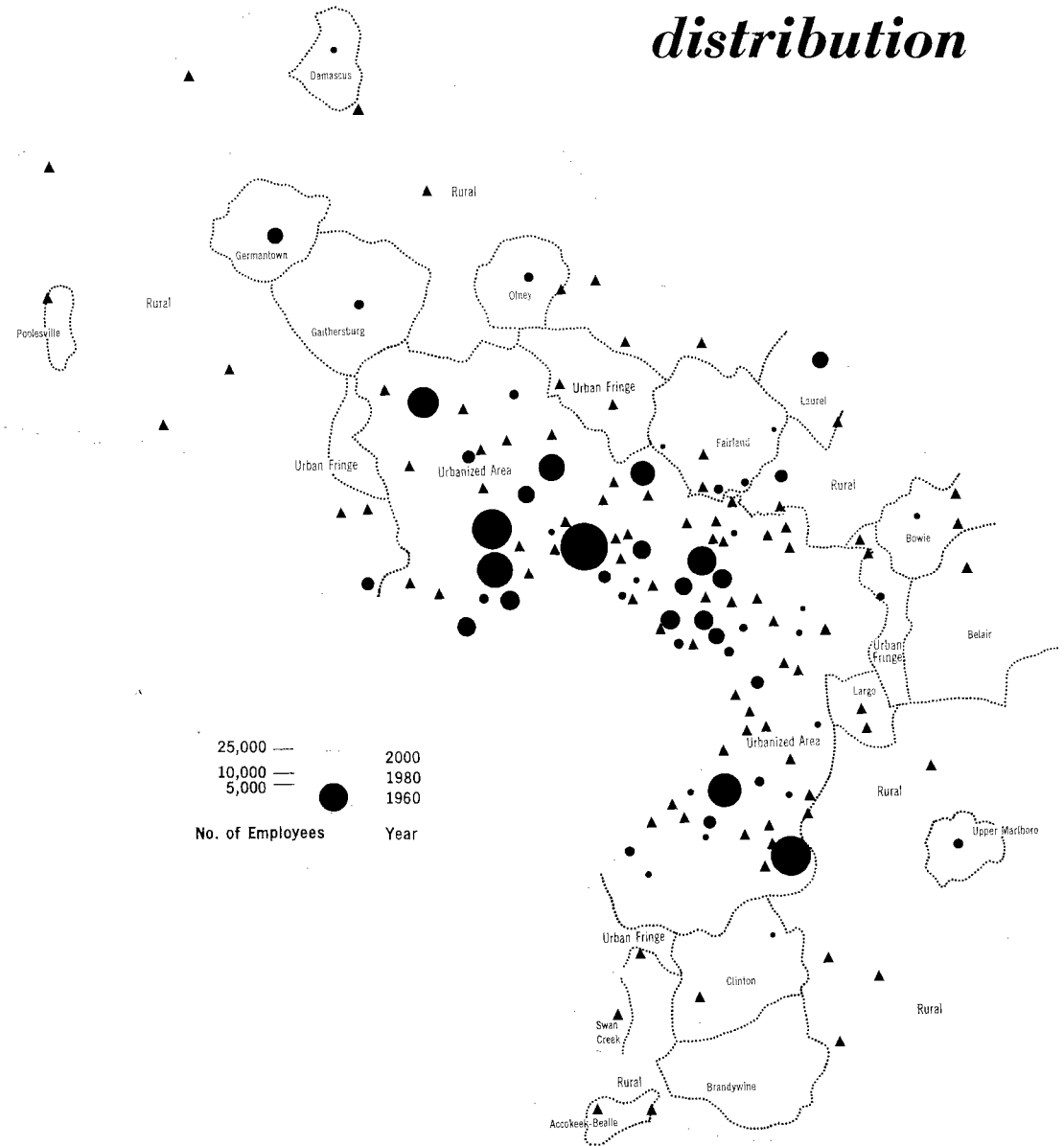
After analyzing alternate transportation systems of the auto-dominant, express bus, and rail rapid transit types, the Mass Transportation Study concluded that a system combining features of all three would be the best buy for the Washington Metropolitan Area. Rail rapid transit is efficient only on routes where large numbers of riders are likely to take advantage of its great capacity for moving crowds. To a lesser extent the same applies to an express bus system. Private automobiles, of course, can go almost anywhere at any time, but if the destination is a popular one parking is likely to be unavailable or at least hard to find and expensive. Taxis and local buses are well adapted to providing convenient, short-haul service. As pedestrian plazas become larger and more common in urban centers, moving sidewalks and small shuttle vehicles will also play a role as important links in the transportation system. It is too early to predict the role that may be played by helicopters or other means of air transportation within urban areas, but the possibility of a substantial role must be kept in mind.

Travel to points outside the Metropolitan area requires still other facilities. Although private automobiles are quite important for this purpose, railroads, inter-city buses, and aircraft are also of major importance. One objective of the metropolitan transportation system is to make it easy for people to get from any part of the metropolitan area to terminals for inter-city travel.



employment distribution

| Population and | , Bi-County Area | | |
|------------------|------------------|-----------|-----------|
| AREA | 1960 | 1980 | 2,000 |
| GERMANTOWN | 1,100 | 14,600 | 58,500 |
| GAITHERSBURG | 8,087 | 54,500 | 101,000 |
| DAMASCUS | 3,088 | 7,300 | 13,700 |
| OLNEY | 2,246 | 8,600 | 22,000 |
| POOLESVILLE | 300 | 2,300 | 3,700 |
| FAIRLAND | 8,169 | 40,400 | 79,000 |
| LAUREL | 9,971 | 37,600 | 90,500 |
| BELAIR | 1,588 | 37,300 | 83,400 |
| CLINTON | 4,863 | 22,100 | 66,100 |
| BRANDYWINE | 2,057 | 8,800 | 40,500 |
| ACCOKEEK-BEALLE | 1,300 | 2,200 | 5,300 |
| BOWIE | 3,477 | 5,800 | 12,000 |
| LARGO | 233 | 7,700 | 18,100 |
| SWAN CREEK | 470 | 3,100 | 4,000 |
| UPPER MARLBORO | 1,805 | 6,000 | 9,700 |
| RURAL | 45,255 | 80,000 | 165,900 |
| URBAN FRINGE | 10,912 | 38,700 | 59,300 |
| URBANIZED AREA | 593,398 | 1,059,300 | 1,354,300 |
| Mont. Co. Total | 340,924 | 643,400 | 995,000 |
| P. G. Co. Total | 357,395 | 792,900 | 1,192,000 |
| Total Population | 698,319 | 1,436,300 | 2,187,000 |



Note: Area of circles are proportional to number of employees. Black triangles represent centers with fewer than 1000 employees by year 2000.